Building Type D Construction Noise at 50 Feet (dBA Leq)	Oomestic Housing	Distance (
Construction Phase	All Applicable Equipment in Use ¹	30
Ground Clearing/Demolition	83	
Excavation	88	
Foundation Construction	81	
Building Construction	81	
Finishing and Site Cleanup	88	
North - Residential Uses		
Maximum Construction Noise (dBA Leq)		100
Construction Phase	All Applicable Equipment in Use ¹	
Ground Clearing/Demolition	77	
Excavation (Site Preparation)	82	
Foundation Construction	75	
Building Construction Paving	75 82	
Average Construction Noise (dBA Leq)		220
Construction Phase	All Applicable Equipment in Use ¹	220
Ground Clearing/Demolition	70	
Excavation (Site Preparation)	75	
Foundation Construction	68	
Building Construction	68	
Paving	75	
Northwest - Walnut Canyon School Maximum Construction Noise (dBA Leg)		105
Construction Noise (dBA Leq)	All Applicable Equipment in Use ¹	105
	77	
Ground Clearing/Demolition Excavation (Site Preparation)	82	
Foundation Construction	75	
Building Construction	75	
Paving	82	
Average Construction Noise (dBA Leg)		370
Construction Phase	All Applicable Equipment in Use ¹	370
Ground Clearing/Demolition	66	
Excavation (Site Preparation)	71	
Foundation Construction	64	
Building Construction Paving	64 71	
South - Post Office		
Maximum Construction Noise (dBA Leq)		270
Construction Phase	All Applicable Equipment in Use ¹	
Ground Clearing/Demolition	68	
Excavation (Site Preparation)	73	
Foundation Construction	66 66	
Building Construction Paving	73	
Average Construction Noise (dBA Leq)		475
Construction Phase	All Applicable Equipment in Use ¹	415
Ground Clearing/Demolition	63	
Excavation (Site Preparation)	68	
Foundation Construction	61	
Building Construction Paving	61 68	
Foot Tonner Building		
East - Tanner Building Maximum Construction Noise (dBA Leq)		10
Construction Phase	All Applicable Equipment in Use ¹	
Ground Clearing/Demolition	97	
Excavation (Site Preparation)	102	
Foundation Construction	95	
Building Construction	95 102	
Paving		
		85
Average Construction Noise (dBA Leq)	All Applicable Equipment in U 1	
Average Construction Noise (dBA Leq) Construction Phase	All Applicable Equipment in Use ¹	
Average Construction Noise (dBA Leq) Construction Phase Ground Clearing/Demolition	78	
Average Construction Noise (dBA Leq) Construction Phase Ground Clearing/Demolition Excavation (Site Preparation)	78 83	
Average Construction Noise (dBA Leq) Construction Phase Ground Clearing/Demolition	78	
Average Construction Noise (dBA Leq) Construction Phase Ground Clearing/Demolition Excavation (Site Preparation) Foundation Construction	78 83 76	
Average Construction Noise (dBA Leq) Construction Phase Ground Clearing/Demolition Excavation (Site Preparation) Foundation Construction Building Construction Paving	78 83 76 76 83	
Average Construction Noise (dBA Leq) Construction Phase Ground Clearing/Demolition Excavation (Site Preparation) Foundation Construction Building Construction	78 83 76 76 83 om Construction Equipment and	

Construction Generated Vibration

Equipment	North - Residential Uses		Closest Distance (feet):	
Equipment inch/second inch/sec			• •	
The Driver (Impact) 1.518 0.466		66	73.000	
Ille Driver (Sonic) Upper Range 0.734 0.225 Ibratory roller 0.21 0.064 alisson Diril 0.089 0.027 argo buildozer 0.089 0.027 argo buildozer 0.003 0.001 ackhairmer 0.035 0.011 acachairmer 0.035 0.001 acachairmer 0.031 0.003 acachairmer 0.031 0.000 acachairmer 0.035 0.001 acachairmer 0.045 0.055 acachairmer 0.045 0.055 acachairmer 0.045 0.055 acachairmer 0.045 0.005	quipment	inch/second	inch/second	
Ille Driver (Sonic) Upper Range 0.734 0.225 Ille Driver (Sonic) Typical 0.17 0.062 Ille Driver (Sonic) Typical 0.21 0.064 0.064 0.064 0.064 0.064 0.064 0.064 0.064 0.064 0.064 0.064 0.064 0.064 0.065 0.027 0.062 0.064 0.064 0.065 0.027 0.064 0.064 0.064 0.065 0.027 0.064 0.065 0.023 0.001 0.064 0.065 0.023 0.001 0.064 0.065 0.023 0.001 0.064 0.025 0.064 0.025 0.064 0.025 0.064 0.065 0.025 0.064 0.065 0.06	ile Driver (Impact)	1.518	0.465	
Ile Driver (Sonic) Typical britancy roller	` ' '	0.734	0.225	
Diratory roller 0.21 0.064 alsason Drill 0.089 0.027 arge bulldozer 0.089 0.027 arge bulldozer 0.089 0.027 arge bulldozer 0.089 0.027 arge bulldozer 0.033 0.001 ackhammer 0.035 0.011 0.023 0.001 0.023 0.001 0.025 0.002 0.0	, ,			
aisson Drill 0.089 0.027 argo buildozer 0.089 0.027 argo buildozer 0.089 0.027 argo buildozer 0.089 0.023 0.001 acchammer 0.035 0.011 acchammer 0.035 0.011 acchammer 0.035 0.076 0.023 0.0076 0.024 0.024 0.025 0.024 0.024 0.024 0.025 0.024 0.024 0.025 0.024 0.025 0.024 0.025 0.024 0.025 0.024 0.025	, , ,			
arge bulldozer 0.089 0.027 mail bulldozer 0.003 0.001 ackhammer 0.035 0.011 ackhammer 0.076 0.078 0.023 0.076 0.023 0.024 0.024 0.025 0.024 0.025 0.024 0.025 0.025 0.025 0.026 0.025 0.02				
mall bulldozer 0.003 0.001 ackhammer 0.035 0.011 ackhammer 0.035 0.001 ackhammer 0.035 0.007 0.016 ackhammer 0.036 0.074 0.056 0.016 ackhammer 0.035 0.007 0.016 ackhammer 0.036 0.007 0.016 ackhammer 0.036 0.007 0.016 ackhammer 0.036 0.007 0.016 ackhammer 0.036 0.007 0.009 0.019 argo bulldozer 0.009 0.019 ackhammer 0.036 0.007 0.009 0.019 argo bulldozer 0.009 0.019 ackhammer 0.035 0.007				
ackhammer 0.035 0.011 oaded trucks 0.076 0.023 0.023 0.064 trucks 0.076 0.023 0.023 0.064 trucks 0.076 0.023 0.025 0.076 0.025 0.076 0.023 0.025 0.076 0.023 0.026 0.023 0.026	•			
Approximate RMS Approximate RMS Velocity Level, inchisecond Inch				
Criteria 0.250 170				
Approximate RMS a Approximate RMS a Velocity Level, inchi/second Inchi/se	oddod irdono			1700
Velocity at 25 ft, Velocity Level,	orthwest - Walnut Canyon School	Ontona		1700
quipment like Driver (Impact) inch/second inch/second inch/second ile Driver (Sonic) Upper Range 0.734 0.016 lie Driver (Sonic) Upper Range 0.734 0.0016 lie Driver (Sonic) Typical 0.17 0.004 birbardory roller 0.21 0.005 aisson Drill 0.089 0.002 arge bulldozer 0.093 0.000 ackhammer 0.035 0.001 ackhammer 0.035 0.001 ackhammer 0.035 0.001 outh - Post Office Closest Distance (feet): Isour Post Office Approximate RMS a Approximate RMS Velocity at 25 ft, upup relation of the post of the		Approximate RMS a	Approximate RMS	
		Velocity at 25 ft,	Velocity Level,	
Approximate RMS a Approximate RMS a Approximate RMS	quipment	inch/second	inch/second	
Title Driver (Sonic) Typical 0.17 0.004 1.5	lie Driver (Impact)	1.518	0.033	
Company Comp	Pile Driver (Sonic) Upper Range	0.734	0.016	
Approximate RMS a Approximate RMS a Cicquipment (Impact) 1.518 0.324 0.019 0.036 0.019 0.036 0.019 0.036 0.0	Pile Driver (Sonic) Typical	0.17	0.004	
arge bulldozer	/ibratory roller	0.21	0.005	
Small bulldozer 0.003 0.000 0.001 0.002 0.001 0.002 0.001 0.002 0.001 0.002 0.001 0.002 0.001 0.002 0.001 0.002 0.001 0.002 0.001 0.002 0.001 0.002 0.001 0.002 0.001 0.002 0.001 0.002 0.001 0.002 0.001 0.002 0.001 0.002 0.	Caisson Drill	0.089	0.002	
Content Cont	arge bulldozer	0.089	0.002	
Content Cont	Small bulldozer	0.003	0.000	
Criteria 0.250 Closest Distance (feet):	ackhammer	0.035	0.001	
Approximate RMS Approximate RMS Velocity at 25 ft, Velocity Level, inch/second (inch/second inch/second (inch/second inch/second inch/second (inch/second inch/second inch/second inch/second (inch/second inch/second i	oaded trucks	0.076	0.002	
Approximate RMS a Approximate RMS		Criteria	0.250	
Velocity at 25 ft, inch/second inch/seco	South - Post Office		Closest Distance (feet):	
Inchisecond			• •	
Price Driver (Impact)		,	* '	
Pile Driver (Sonic) Upper Range	• •			
Dile Driver (Sonic) Typical 0.17 0.036				
Approximate RMS a Approximate RMS a Velocity at 25 ft, Velocity Level, inch/second Pile Driver (Impact) 1.518 0.324 Pile Driver (Sonic) Upper Range 0.734 0.157 Pile Driver (Sonic) Typical 0.21 0.089 0.019 0.036 Pile Driver (Sonic) Typical 0.003 0.001 0.0				
Caisson Drill 0.089 0.019 arge bulldozer 0.089 0.019 small bulldozer 0.003 0.001 ackhammer 0.035 0.007 oaded trucks 0.076 0.016 cast - Tanner Building Closest Distance (feet): Approximate RMS a Velocity at 25 ft, Velocity Level, inch/second cquipment inch/second inch/second citle Driver (Impact) 1.518 0.324 citle Driver (Sonic) Upper Range 0.734 0.157 citle Driver (Sonic) Typical 0.17 0.036 citle Driver (Sonic) Typical 0.17 0.036 citle acisson Drill 0.089 0.019 caisson Drill 0.089 0.019 caisson Drill 0.003 0.001 carrent MS 0.007 0.001 carrent MS 0.007 0.001 carrent Image MS 0.007 0.016 criteria 0.250 0.007 coaded trucks 0.076 0.016 Criteria				
arge bulldozer 0.089 0.019 small bulldozer 0.003 0.001 ackhammer 0.035 0.007 oaded trucks 0.076 0.016 cast - Tanner Building Closest Distance (feet): Approximate RMS a Velocity at 25 ft, Velocity Level, inch/second inch/secon	-			
Small bulldozer 0.003 0.001 0.007 0.002 0.007 0.002 0.007 0.002 0.007 0.002 0.007 0.002 0.007 0.002 0.007 0.002 0.007 0.002 0.007 0.002 0.	Caisson Drill	0.089	0.019	
ackhammer 0.035 0.007 coaded trucks 0.076 0.016 Criteria 0.250 East - Tanner Building Closest Distance (feet): Approximate RMS a Velocity at 25 ft, Velocity Level, Inch/second inch/second Equipment inch/second inch/second Pile Driver (Impact) 1.518 0.324 Pile Driver (Sonic) Upper Range 0.734 0.157 Pile Driver (Sonic) Typical 0.17 0.036 Pile Driver (Sonic) Typical 0.17 0.036 Pile Driver (Sonic) Typical 0.01 0.045 Caisson Drill 0.089 0.019 Cairson Drill 0.089 0.019 Small bulldozer 0.003 0.001 coaded trucks 0.076 0.007 coaded trucks 0.076 0.016 Criteria 0.250	arge bulldozer	0.089	0.019	
O.076	Small bulldozer	0.003	0.001	
Criteria 0.250 Closest Distance (feet):	ackhammer	0.035	0.007	
Approximate RMS a Approximate RMS velocity at 25 ft, Velocity Level, inch/second inch/seco	oaded trucks	0.076		
Approximate RMS a Velocity at 25 ft, Velocity Level, inch/second i		Criteria		
Velocity at 25 ft, Velocity Level,	ast - Tanner Building		,	
Equipment inch/second inch/second Pile Driver (Impact) 1.518 0.324 Pile Driver (Sonic) Upper Range 0.734 0.157 Pile Driver (Sonic) Typical 0.17 0.036 Pibratory roller 0.21 0.045 Paisson Drill 0.089 0.019 Barge bulldozer 0.089 0.019 Brandl bulldozer 0.003 0.001 Brandl bulldozer 0.003 0.001 Brandl bulldozer 0.005 0.007 Broadd trucks 0.076 0.016 Criteria 0.250 Determined based on use of jackhammers or pneumatic hammers that may be used for pavement demolition at a distance of 25 feet			• •	
Pile Driver (Impact) 1.518 0.324 Pile Driver (Sonic) Upper Range 0.734 0.157 Pile Driver (Sonic) Typical 0.17 0.036 Pile Driver (Sonic) Typical 0.21 0.045 Pile Driver (Sonic) Typical 0.021 0.045 Pile Driver (Sonic) Typical 0.019 0.045 Pile Driver (Sonic) Upper Range 0.089 0.019 Paragram 0.089 0.019 Paragram 0.003 0.001 Paragram 0.035 0.007 Poaded trucks 0.076 0.016 Criteria 0.250 Determined based on use of jackhammers or pneumatic hammers that may be used for pavement demolition at a distance of 25 feet		•	•	
Pile Driver (Sonic) Upper Range 0.734 0.157 Pile Driver (Sonic) Typical 0.17 0.036 Vibratory roller 0.21 0.045 Caisson Drill 0.089 0.019 Large bulldozer 0.089 0.019 Small bulldozer 0.003 0.001 Jackhammer 0.035 0.007 Loaded trucks 0.076 0.016 Criteria 0.250				
Pile Driver (Sonic) Typical 0.17 0.036 /ibratory roller 0.21 0.045 Caisson Drill 0.089 0.019 Large bulldozer 0.089 0.019 Small bulldozer 0.003 0.001 Jackhammer 0.035 0.007 Loaded trucks 0.076 0.016 Criteria 0.250	· ' '			
Vibratory roller 0.21 0.045 Caisson Drill 0.089 0.019 Large bulldozer 0.089 0.019 Small bulldozer 0.003 0.001 Lackhammer 0.035 0.007 Loaded trucks 0.076 0.016 Criteria 0.250 Determined based on use of jackhammers or pneumatic hammers that may be used for pavement demolition at a distance of 25 feet	, , , ,			
Caisson Drill 0.089 0.019 Large bulldozer 0.089 0.019 Small bulldozer 0.003 0.001 ackhammer 0.035 0.007 oaded trucks 0.076 0.016 Criteria 0.250 Determined based on use of jackhammers or pneumatic hammers that may be used for pavement demolition at a distance of 25 feet				
arge bulldozer 0.089 0.019 6mall bulldozer 0.003 0.001 ackhammer 0.035 0.007 oaded trucks 0.076 0.016 Criteria 0.250 Determined based on use of jackhammers or pneumatic hammers that may be used for pavement demolition at a distance of 25 feet 0.250	•			
Small bulldozer 0.003 0.001 ackhammer 0.035 0.007 oaded trucks 0.076 0.016 Criteria 0.250 Determined based on use of jackhammers or pneumatic hammers that may be used for pavement demolition at a distance of 25 feet 0.250				
ackhammer 0.035 0.007 oaded trucks 0.076 0.016 Criteria 0.250 Determined based on use of jackhammers or pneumatic hammers that may be used for pavement demolition at a distance of 25 feet	· ·			
oaded trucks 0.076 0.016 Criteria 0.250 Determined based on use of jackhammers or pneumatic hammers that may be used for pavement demolition at a distance of 25 feet				
Criteria 0.250 Determined based on use of jackhammers or pneumatic hammers that may be used for pavement demolition at a distance of 25 feet				
Determined based on use of jackhammers or pneumatic hammers that may be used for pavement demolition at a distance of 25 feet	oaded trucks			
otes: RMS velocity calculated from vibration level (VdB) using the reference of one microinch/second.			at a distance of 25 feet	
ource: Based on methodology from the United States Department of Transportation Federal Transit Administration, Transit Noise and Vibration I	. , , -			

Construction Generated Vibration

Approximate RMS a 66 inch/second 1.518 0.734 0.17 0.21 0.089 0.089	Approximate RMS 73.000 inch/second 3.266 1.579 0.366	
inch/second 1.518 0.734 0.17 0.21 0.089	inch/second 3.266 1.579	
1.518 0.734 0.17 0.21 0.089	3.266 1.579	
1.518 0.734 0.17 0.21 0.089	3.266 1.579	
0.734 0.17 0.21 0.089	1.579	
0.17 0.21 0.089		
0.21 0.089		
0.089	0.366	
	0.432	
0.069	0.191	
0.003	0.006	
0.035	0.075	
0.076	0.164	
Criteria	0.250	1700
 -	Closest Distance (feet):	
Approximate RMS a	Approximate RMS	
Velocity at 25 ft,	Velocity Level,	
inch/second	inch/second	
1.518	2.121	
0.734	1.026	
0.17	0.238	
0.21	0.293	
0.089	0.124	
0.089	0.124	
0.003	0.004	
0.035	0.049	
0.076	0.106	
Criteria	0.250	
	Closest Distance (feet):	
Approximate RMS a	Approximate RMS	
•		
0.089	0.089	
0.003	0.003	
0.035	0.035	
0.076	0.076	
Criteria	0.250 Closest Distance (feet):	
Approximate RMS a	Approximate RMS	
Velocity at 25 ft,	Velocity Level,	
inch/second	inch/second	
1.518	0.465	
0.734	0.225	
0.17	0.052	
0.21	0.064	
0.089	0.027	
0.089	0.027	
0.003	0.001	
0.035	0.011	
0.076	0.023	
Criteria	0.250	
ing the reference of one microinch/second.		
=	ederal Transit Administration, <i>Transit Noise</i>	and Vibration Imp
Thates Department of Transportation 1.	,	
	Approximate RMS a Velocity at 25 ft, inch/second 1.518 0.734 0.17 0.21 0.089 0.089 0.003 0.035 0.076 Criteria Approximate RMS a Velocity at 25 ft, inch/second 1.518 0.734 0.17 0.21 0.089 0.089 0.003 0.035 0.076 Criteria Approximate RMS a Velocity at 25 ft, inch/second 1.518 0.734 0.17 0.21 0.089 0.003 0.035 0.076 Criteria Approximate RMS a Velocity at 25 ft, inch/second 1.518 0.734 0.17 0.21 0.089 0.089 0.089 0.089 0.003 0.035 0.076 Criteria	Criteria

Moorpark Civic Center Traffic Noise 2025

																				Noise Level (CN	IEL or Ldn) at				
															Distance fron	n Roadway	No	ise Level (CNEL	or Ldn) at D	istance from					
		- 0	24-hc	our Traffic Vo	olume		Distanc	e to CNE	L from Ro	oadway Ce	enterline		N	loise Leve	(CNEL or Ld	n) at Dista	ince from f	Roadway Ce	nterline	Cente	line	Roadway Centerline			
																					Future		Future		
				Future	Future		Exis	sting			Future N	lo Project			Future With	h Project		Change	Change	Existing	No Proj		Plus Proj	Chan	nge Change
		۵		Without	With	50.0	60	65	70	50.0	60	65	70	50.0	60	65	70	Fron	due to	50 50 5	0 50 50	0 50	50 50	50 Fro	om due to
Roadway Segment	Roadway Segment	ဟ	Existing	Project	Project	Feet	CNEL	CNEL	CNEL	Feet	CNEL	CNEL	CNEL	Feet	CNEL	CNEL	CNEL	Existing	Project	feet feet fee	et feet fee	t feet	feet feet	feet Existi	ing Project
Casey Road and Moorpark Avenue/Walnut Canyon Road	East Leg	25	0	0	0	4.8	0	0	0	4.8	0	0	0	4.8	0	0	0	0.0	0.0	4.8 4.8 4.	8 4.8 4.8	3 4.8	4.8 4.8	4.8	
	West Leg	25	840	5,120	5,120	52.1	15	7	3	59.9	50	23	11	59.9	50	23	11	7.8	0.0	52.1 52.1 52.	1 59.9 59.9	9 59.9	59.9 59.9	59.9 +7	.8
	North Leg	30	3,520	6,300	6,260	60.0	50	23	11	62.5	73	34	16	62.5	73	34	16	2.5	0.0	60.0 60.0 60.	0 62.5 62.5	62.5	62.5 62.5	62.5 +2	2.5 -0.0
	South Leg	30	4,280	10,460	10,420	60.8	57	26	12	64.7	103	48	22	64.7	103	48	22	3.9	0.0	60.8 60.8 60.	8 64.7 64.7	7 64.7	64.7 64.7	64.7 +3	3.9 -0.0
Charles Street/Civic Center Driveway and Moorpark Avenue	East Leg	25	800	830	830	51.9	14	7	3	52.0	15	7	3	52.0	15	7	3	0.2	0.0	51.9 51.9 51.	9 52.0 52.0	52.0	52.0 52.0	52.0 +0).2
	West Leg	25	480	490	350	49.7	10	5	2	49.7	10	5	2	48.3	8	4	2	-1.4	-1.5	49.7 49.7 49.	7 49.7 49.7	7 49.7	48.3 48.3	48.3 -1	.4 -1.5
	North Leg	30	9,340	15,850	15,790	64.2	96	44	21	66.5	136	63	29	66.5	136	63	29	2.3	0.0	64.2 64.2 64.	2 66.5 66.5	5 66.5	66.5 66.5	66.5 +2	2.3 -0.0
	South Leg	30	9,360	15,870	15,730	64.2	96	44	21	66.5	136	63	29	66.5	135	63	29	2.3	0.0	64.2 64.2 64.	2 66.5 66.5	5 66.5	66.5 66.5	66.5 +2	2.3 -0.0
High Street and Moorpark Avenue	East Leg	30	6,130	9,660	9,510	62.4	72	33	16	64.4	98	45	21	64.3	97	45	21	1.9	-0.1	62.4 62.4 62.	4 64.4 64.4	4 64.4	64.3 64.3	64.3 +1	.9 -0.1
	West Leg	30	380	1,380	1,120	50.3	11	5	2	55.9	27	12	6	55.0	23	11	5	4.7	-0.9	50.3 50.3 50.	3 55.9 55.9	9 55.9	55.0 55.0	55.0 +4	.7 -0.9
	North Leg	30	9,270	15,780	15,650	64.2	95	44	20	66.5	136	63	29	66.5	135	63	29	2.3	0.0	64.2 64.2 64.	2 66.5 66.5	5 66.5	66.5 66.5	66.5 +2	2.3 -0.0
	South Leg	30	9,740	14,420	14,220	64.4	98	46	21	66.1	128	59	27	66.0	126	59	27	1.6	-0.1	64.4 64.4 64.	4 66.1 66.1	1 66.1	66.0 66.0	66.0 +1	.6 -0.1
High Street/Princeton Avenue and Spring Road	East Leg	30	10,330	14,190	14,150	64.7	102	47	22	66.0	126	59	27	66.0	126	58	27	1.4	0.0	64.7 64.7 64.	7 66.0 66.0	0.66	66.0 66.0	66.0 +1	.4 -0.0
	West Leg	30	6,030	9,430	9,280	62.3	71	33	15	64.3	96	45	21	64.2	95	44	20	1.9	-0.1	62.3 62.3 62.	3 64.3 64.3	3 64.3	64.2 64.2	64.2 +1	.9 -0.1
	North Leg	40	11,860	14,580	14,550	67.9	167	78	36	68.8	192	89	41	68.8	192	89	41	0.9	0.0	67.9 67.9 67.	9 68.8 68.8	68.8	68.8 68.8	68.8 +0	0.9 -0.0
	South Leg	40	11,700	13,960	13,880	67.8	166	77	36	68.6	187	87	40	68.6	186	86	40	0.7	0.0	67.8 67.8 67.	8 68.6 68.6	6.88	68.6 68.6	68.6 +0	0.7 -0.0
First Street/Poindexter Avenue and Moorpark Avenue	East Leg	25	570	610	610	50.4	11	5	2	50.7	12	6	3	50.7	12	6	3	0.3	0.0	50.4 50.4 50.	4 50.7 50.7	7 50.7	50.7 50.7	50.7 +0).3
	West Leg	25	3,590	4,130	4,060	58.4	39	18	8	59.0	43	20	9	58.9	42	20	9	0.5	-0.1	58.4 58.4 58.	4 59.0 59.0	59.0	58.9 58.9	58.9 +0	0.5 -0.1
	North Leg	30	5,810	10,380	10,160	62.2	70	32	15	64.7	102	48	22	64.6	101	47	22	2.4	-0.1	62.2 62.2 62.	2 64.7 64.7	7 64.7	64.6 64.6	64.6 +2	2.4 -0.1
	South Leg	30	3,810	8,020	7,870	60.3	53	24	11	63.6	86	40	19	63.5	85	40	18	3.2	-0.1	60.3 60.3 60.	3 63.6 63.6	63.6	63.5 63.5	63.5 +3	3.2 -0.1
Los Angeles Avenue and Moorpark Avenue	East Leg	45	20,890	27,320	27,250	71.6	297	138	64	72.8	355	165	77	72.8	355	165	76	1.2	0.0	71.6 71.6 71.	6 72.8 72.8	3 72.8	72.8 72.8	72.8 +1	.2 -0.0
	West Leg	45	19,810	26,290	26,250	71.4	287	133	62	72.6	346	161	75	72.6	346	161	75	1.2	0.0	71.4 71.4 71.	4 72.6 72.6	72.6	72.6 72.6	72.6 +1	.2 -0.0
	North Leg	30	6,510	10,770	10,630	62.6	75	35	16	64.8	105	49	23	64.8	104	48	22	2.1	-0.1	62.6 62.6 62.	6 64.8 64.8	64.8	64.8 64.8	64.8 +2	2.1 -0.1
	South Leg	30	5,170	6,560	6,530	61.6	64	30	14	62.7	75	35	16	62.7	75	35	16	1.0	0.0	61.6 61.6 61.	6 62.7 62.7	7 62.7	62.7 62.7	62.7 +1	.0 -0.0
Spring Road and Walnut Canyon Road	East Leg	30	7,020	9,460	9,460	63.0	79	37	17	64.3	96	45	21	64.3	96	45	21	1.3	0.0	63.0 63.0 63.	0 64.3 64.3	3 64.3	64.3 64.3	64.3 +1	.3
, ,	West Leg	30	90	130	130	44.1	4	2	1	45.7	6	3	1	45.7	6	3	1	1.6	0.0	44.1 44.1 44.	1 45.7 45.7	7 45.7	45.7 45.7	45.7 +1	.6
	North Leg	40	8,550	12,900	12,870	66.5	135	63	29	68.2	177	82	38	68.2	177	82	38	1.8	0.0	66.5 66.5 66.	5 68.2 68.2	2 68.2	68.2 68.2	68.2 +1	.8 -0.0
	South Leg	40	2,380	4,370	4,340	60.9	57	27	12	63.5	86	40	19	63.5	86	40	18	2.6	0.0	60.9 60.9 60.	9 63.5 63.5	5 63.5	63.5 63.5	63.5 +2	2.6 -0.0
High Street and Gabbert Road	East Leg	30	0	280	250	4.8	0	0	0	49.0	9	4	2	48.5	9	4	2	43.7	-0.5	4.8 4.8 4.	8 49.0 49.0	49.0	48.5 48.5	48.5 +43	.7 -0.5
*	West Leg	30	0	0	0	4.8	o l	0	0	4.8	0	0	0	4.8	0	0	0	0.0	0.0	4.8 4.8 4.	8 4.8 4.8	8 4.8	4.8 4.8	4.8	
	North Leg	25	410	2,150	2,150	49.0	9	4	2	56.2	28	13	6	56.2	28	13	6	7.2	0.0	49.0 49.0 49.	0 56.2 56.2	2 56.2	56.2 56.2	56.2 +7	'.2
	South Leg	25	410	2,430	2,400	49.0	9	4	2	56.7	30	14	6	56.6	30	14	6	7.7	-0.1	49.0 49.0 49.	0 56.7 56.7	7 56.7	56.6 56.6	56.6 +7	'.7 -0.1
Assumptions:		_				•									•							leet Mix	97% Autos		

Simplified to 2 lanes 6.1 meters= 20.0 20.0 future 6.1 meters= Noise path decay parameter for hard site

Calculations using methods of Federal Highway Administration Highway Traffic Noise Prediction Model,

December, 1978. Baseline California vehicle noise levels from Caltrans, TAN 95-03, 1995
Source of standard assumptions:

Site parameter: 1/2 lane separation 6.1 6.1

Lane separation: consider moving lanes only

California base noise levels:

HALFSEP

HALFSEPFUT

Autos Light trucks: Heavy trucks:

5.2+38.8 Log10 (speed, mi/hr) = -2.8 + 38.8 Log10 (speed, km/hr) 36.3 + 25.6 Log10 (speed, mi/hr) = 30 + 25.6 Log10 (speed, km/hr) 25.3-31 mi/hr: 35-65 mi/hr: 35-65 mi/hr: 31-35 mi/hr: straight line interpolation between above two curves

2% Medium Trucks 1% Heavy Trucks feet from centerline

Time of Day: feet from centerline

74.85% Day 13.68% Evening 11.47% Night 100.0%

Based on Riverside County of Health for sec

(0=hard, 1=soft)

Moorpark Civic Center Traffic Noise 2037

						Noise Level (CNEL or Ldn) at													
						Distan		L from Ro	oadway	Distance			ay	N	loise Level		or Ldr		ance from
		٥	24-ho	ur Traffic V	olume		Cent	erline		С	enterlii								
		Φ											ture		Future				1
		Φ		Future	Future			Change	Change	Existing			Proj		Plus Pr			Change	Change
		۵		Without	With	50.0	50.0	From	due to	50 50	50	50	50	50	50	50	50	From	due to
Roadway Segment	Roadway Segment	S	Existing	Project	Project	Feet	Feet	Existing	Project	feet feet	feet	feet	feet	feet	feet	feet	feet	Existing	Project
Casey Road and Moorpark Avenue/Walnut Canyon Road	East Leg	25	0	0	0	4.8	4.8	0.0	0.0	4.8 4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8		
	West Leg	25	840	5,230	5,230	52.1	60.0	7.9	0.0	52.1 52.1	52.1	60.0	60.0	60.0	60.0	60.0	60.0	+7.9	
	North Leg	30	3,520	6,750	6,790	60.0	62.8	2.9	0.0	60.0 60.0	60.0	62.8	62.8	62.8	62.8		62.8	+2.9	+0.0
	South Leg	30	4,280	11,020	11,060	60.8	65.0	4.1	0.0	60.8 60.8	60.8	64.9	64.9	64.9	65.0	65.0	65.0	+4.1	+0.0
Charles Street/Civic Center Driveway and Moorpark Avenue	East Leg	25	800	940	940	51.9	52.6	0.7	0.0	51.9 51.9	51.9	52.6	52.6	52.6	52.6	52.6	52.6	+0.7	
	West Leg	25	480	550	700	49.7	51.3	1.6	1.0	49.7 49.7	49.7	50.2	50.2	50.2	51.3	51.3	51.3	+1.6	+1.0
	North Leg	30	9,340	17,070	17,110	64.2	66.8	2.6	0.0	64.2 64.2	64.2	66.8	66.8	66.8	66.8	66.8	66.8	+2.6	+0.0
	South Leg	30	9,360	17,100	17,210	64.2	66.9	2.6	0.0	64.2 64.2	64.2	66.8	66.8	66.8	66.9	66.9	66.9	+2.6	+0.0
High Street and Moorpark Avenue	East Leg	30	6,130	10,470	10,610	62.4	64.8	2.4	0.1	62.4 62.4	62.4	64.7	64.7	64.7	64.8	64.8	64.8	+2.4	+0.1
	West Leg	30	380	1,440	1,700	50.3	56.8	6.5	0.7	50.3 50.3	50.3	56.1	56.1	56.1	56.8	56.8	56.8	+6.5	+0.7
	North Leg	30	9,270	16,990	17,120	64.2	66.8	2.7	0.0	64.2 64.2	64.2	66.8	66.8	66.8	66.8	66.8	66.8	+2.7	+0.0
	South Leg	30	9,740	15,720	15,930	64.4	66.5	2.1	0.1	64.4 64.4	64.4	66.5	66.5	66.5	66.5	66.5	66.5	+2.1	+0.1
High Street/Princeton Avenue and Spring Road	East Leg	30	10,330	15,550	15,590	64.7	66.4	1.8	0.0	64.7 64.7	64.7	66.4	66.4	66.4	66.4	66.4	66.4	+1.8	+0.0
	West Leg	30	6,030	10,230	10,460	62.3	64.7	2.4	0.1	62.3 62.3	62.3	64.6	64.6	64.6	64.7	64.7	64.7	+2.4	+0.1
	North Leg	40	11,860	16,140	16,150	67.9	69.2	1.3	0.0	67.9 67.9	67.9	69.2	69.2	69.2	69.2	69.2	69.2	+1.3	+0.0
	South Leg	40	11,700	15,500	15,580	67.8	69.1	1.2	0.0	67.8 67.8	67.8	69.0	69.0	69.0	69.1	69.1	69.1	+1.2	+0.0
First Street/Poindexter Avenue and Moorpark Avenue	East Leg	25	570	690	690	50.4	51.2	0.8	0.0	50.4 50.4	50.4	51.2	51.2	51.2	51.2	51.2	51.2	+0.8	
	West Leg	25	3,590	4,600	4,670	58.4	59.5	1.1	0.1	58.4 58.4	58.4	59.5	59.5	59.5	59.5	59.5	59.5	+1.1	+0.1
	North Leg	30	5,810	11,150	11,360	62.2	65.1	2.9	0.1	62.2 62.2	62.2	65.0	65.0	65.0	65.1	65.1	65.1	+2.9	+0.1
	South Leg	30	3,810	8,520	8,660	60.3	63.9	3.6	0.1	60.3 60.3	60.3	63.8	63.8	63.8	63.9	63.9	63.9	+3.6	+0.1
Los Angeles Avenue and Moorpark Avenue	East Leg	45	20,890	30,060	30,130	71.6	73.2	1.6	0.0	71.6 71.6	71.6	73.2	73.2	73.2	73.2	73.2	73.2	+1.6	+0.0
	West Leg	45	19,810	28,870	28,910	71.4	73.0	1.6	0.0	71.4 71.4	71.4	73.0	73.0	73.0	73.0	73.0	73.0	+1.6	+0.0
	North Leg	30	6,510	11,620	11,750	62.6	65.2	2.6	0.0	62.6 62.6	62.6	65.2	65.2	65.2	65.2	65.2	65.2	+2.6	+0.0
	South Leg	30	5,170	7,230	7,250	61.6	63.1	1.5	0.0	61.6 61.6	61.6	63.1	63.1	63.1			63.1	+1.5	+0.0
Spring Road and Walnut Canyon Road	East Leg	30	7,020	10,370	10,370	63.0	64.7	1.7	0.0	63.0 63.0	63.0	64.7	64.7	64.7	64.7	64.7	64.7	+1.7	
	West Leg	30	90	130	130	44.1	45.7	1.6	0.0	44.1 44.1	44.1	45.7	45.7	45.7		_	45.7	+1.6	
	North Leg	40	8,550	14,010	14,030	66.5	68.6	2.2	0.0	66.5 66.5	66.5		68.6		68.6		68.6	+2.2	+0.0
	South Leg	40	2,380	4,670	4,690	60.9	63.8	2.9	0.0	60.9 60.9					63.8		63.8	+2.9	+0.0
High Street and Gabbert Road	East Leg	30	0	280	300	4.8	49.3	44.5	0.3	4.8 4.8				49.0			49.3	+44.5	+0.3
-	West Lea	30	0	0	0	4.8	4.8	0.0	0.0	4.8 4.8	4.8	4.8		4.8	4.8	4.8	4.8		
	North Lea	25	410	2,200	2,200	49.0	56.3	7.3	0.0	49.0 49.0							56.3	+7.3	
	South Lea	25	410	2,480	2,500	49.0	56.8	7.9	0.0	49.0 49.0				56.8		_	56.8	+7.9	+0.0
Assumptions:	,	_ '												et Mix		Autos			

Simplified to 2 lanes 6.1 meters= 20.0 future 6.1 meters= 20.0

Noise path decay parameter for hard site

Calculations using methods of Federal Highway Administration Highway Traffic Noise Prediction Model, December, 1978. Baseline California vehicle noise levels from Caltrans, TAN 95-03, 1995

Source of standard assumptions:

Site parameter: HALFSEP 1/2 lane separation 6.1 HALFSEPFUT 1/2 lane separation (future) Lane separation: consider moving lanes only

California base noise levels:

5.2+38.8 Log10 (speed, mi/hr) = -2.8 + 38.8 Log10 (speed, km/hr) Autos Light trucks: 35.3 + 25.6 Log10 (speed, mi/hr) = 30 + 25.6 Log10 (speed, km/hr) 25-31 mi/hr: 51.9 + 19.2 Log10 (speed, mi/hr) = 47.9 + 19.2 Log10 (speed, km/hr) Heavy trucks:

35-65 mi/hr: 50.4 + 19.2 Log10 (speed, mi/hr) = 46.4 + 19.2 Log10 (speed, km/hr)

31-35 mi/hr: straight line interpolation between above two curves

2% Medium Trucks feet from centerline 1% Heavy Trucks

75% Day Time of Day: 14% Evening

11% Night

Based on Riverside County of Health for secondary, collectors and smaller

(0=hard, 1=soft)

feet from centerline